

EMERGENCY

MEASURES

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The Newsletter of Emergency Measures Ontario

Volume 1, No. 1 Fall 1996

CANUSLAK '96

EMO Takes Part in
International Exercise

While sailing the St. Lawrence, an Imperial Oil Limited tanker is grounded by steering and anchor failures near Cornwall. The ship ruptures on its starboard side, spilling approximately 72,000 barrels of heavy oil — a thick, sticky type of crude oil — into the river.

That was the theoretical scene in September when Emergency Measures Ontario (EMO) joined 20 other Canadian and US emergency response offices in CANUSLAK '96.

CANUSLAK, which is short for "Canada/United States Lake", is a biennial exercise.

This year's activity was the first industry-led mock oil-spill exercise. It

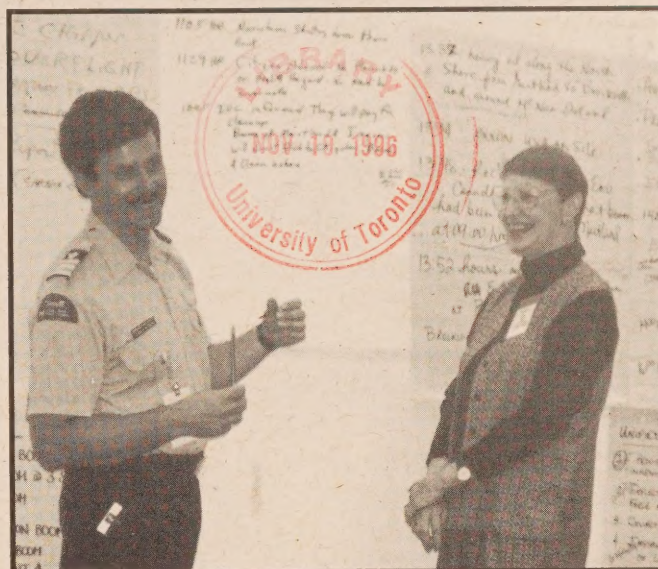
was also the first to evaluate the ability of Canada and the US to jointly monitor the company responsible for the accident, in this case, Imperial Oil. EMO's goal in the exercise was to test its response to

public safety issues that could stem from a marine spill, as set out in the Provincial Emergency Plan.

"It doesn't take much imagination to picture the kind of devastation an oil spill would cause in the St. Lawrence Seaway," said EMO's

exercise officer Ed Unger, a member of the exercise design team. "For EMO, this was a communications exercise. It was designed to see

how two countries could work together to manage the situation as quickly and efficiently as possible and keep damage to a minimum. We were never actually near the river at



John Goodman of the Canadian Coast Guard and Mary Cann of EMO check out the situation logs at the CANUSLAK '96 exercise.

all; we coordinated activities in various other locations."

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From the Director's Desk

At EMO, we believe that emergency preparedness and response are important issues — and we hope that you also share that belief.

An important part of emergency measures work is sharing information and experiences. In this issue of *Emergency Measures News*, we are asking for your participation in a readership survey. Our aim is to add value to every issue of the newsletter by making it more important to you, the reader. We can do that only if we have your input.

Essentially, this is a two-step process. First, take the time to complete the readership survey. Take a critical look at this and earlier issues of the newsletter and tell us what is good, what is not so good, what interests you on an occasional or regular basis and what we can do to make the "News" more appealing and readable.

Secondly, take a little extra time on an ongoing basis and use *Emergency Measures News* as a forum to express your ideas and thoughts. We know emergencies are occurring out there. We know people are facing unique problems and developing solutions that work. We ask that you use this newsletter to share your knowledge and experience with others. Stories and photos are always welcome.

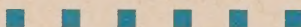
In other words, we are all in this together. Look upon this as your newsletter, too. Participate in its development and, in that way, ensure a safer Ontario by preparing today.

Emergency Measures Ontario is part of the public safety division of the Ministry of the Solicitor General and Correctional Services. *Emergency Measures News* is published twice yearly and distributed to municipalities and First Nations in Ontario, and to those who work to promote emergency preparedness.

Your ideas and comments are welcome. Please send them to:

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The Results Are In...

Earlier this year, Emergency Measures Ontario conducted a survey of all current Line Load Control (LLC) clients. The objective of the survey was to determine if line load control users had computers, and were comfortable using them to submit LLC revisions.

Our thanks to all those municipalities and organizations who took the time to complete the survey. Here are some of the results:

- ☒ 28% of LLC clients responded to the survey;
- ☒ 9% were from urban centres (with a population greater than 50,000) and 91% were from rural areas;
- ☒ 100% of urban respondents and 90% of rural respondents have access to a computer;
- ☒ 60% of both rural and urban respondents currently utilize a "486" level computer with many upgrading to Pentium level in the near future;
- ☒ 95% of urban and 23% of rural respondents will have Internet access within six months;
- ☒ 79% of rural respondents update their LLC directories less than once a year and 79% of urban respondents submit revisions at least once a year; and
- ☒ 78% of urban respondents and 65% of rural respondents would prefer to submit LLC revisions via computer.

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Lessons from Oklahoma City

BY KATHY KERR

Earlier this year, responders, planners and emergency services managers from across Metro Toronto got a first-hand look at the Oklahoma City bombing. Major Garold Spencer, a member of the Oklahoma City Police Department, shared the experiences, thoughts and lessons learned from the most devastating terrorist incident in the history of the United States.

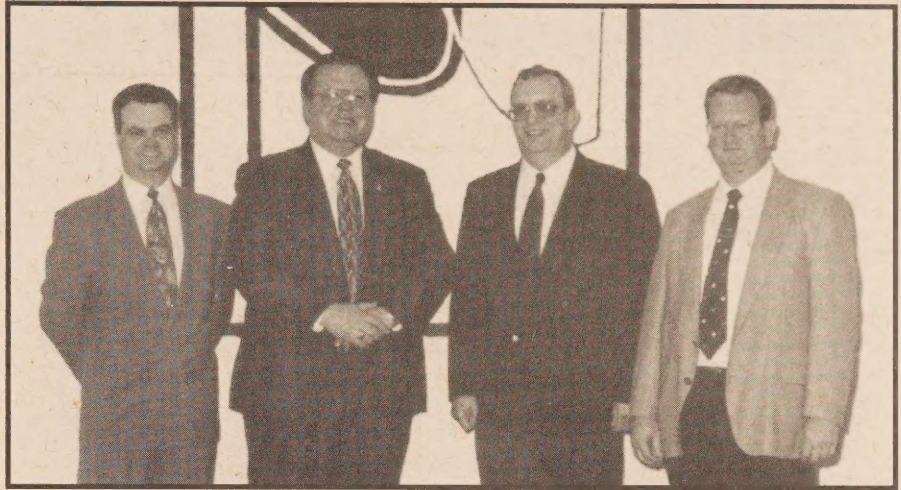
At 9:02 a.m. on April 19, 1995, life in the quiet midwest city was shattered. Within seconds, 168 men, women and children lost their lives and another 800 people in the surrounding area were injured. The blast, which registered 6.2 on the Richter scale, destroyed 10 buildings, caused 12 to be condemned and damaged countless others. The actual emergency site had a 20 block perimeter.

Preparing for the Worst

How do you prepare for something of the magnitude of the Oklahoma City bombing?

Major Spencer explained that Oklahoma was prepared to deal with other types of emergencies. In fact, just three months prior to the bombing, the city had exercised their emergency plan, based on a tornado scenario. In addition, Major Spencer had a comprehensive understanding of emergency operations, site management and critical incident stress.

This education and experience helped make his job as site manager much easier, and were key factors



Posing for a photo at the Oklahoma City seminar are (l to r) Warren Leonard, senior planner, Metro Toronto; Major Garold Spencer, Oklahoma City; Staff Inspector Dan Hutt, Metro Toronto; and Gary Symonds, planner, Metro Toronto.

in the effective response to, and recovery from, the bombing incident.

Beginning the Recovery

No response spanning 17 days and involving thousands of first responders, volunteers, investigators and government representatives can ever be termed easy. Efforts were challenged by a number of factors, including:

- ⊗ the removal of rubble — 110 tons per day
- ⊗ telephone service which went out shortly after the blast, and
- ⊗ the lack of resources and/or the overwhelming public response for certain resources (e.g. food, batteries).

Tragically, the events of April 19, 1995 brought a new dimension to emergency preparedness and response activities, not only in the US, but here at home. A federal/provincial Heavy Urban Search and

Rescue (HUSAR) study is currently being conducted to learn how Canada should prepare itself for this type of emergency. The Oklahoma City bombing illustrates the need to be prepared to conduct search and rescue operations in a collapsed or heavily damaged building, and the importance of making this area a joint responsibility of police and public safety organizations.

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As a result of your comments and survey results, Industry Canada, together with Emergency Measures Ontario and Emergency Preparedness Canada, have developed a LLC computer program. In late 1996, several communities and organizations will take part in a pilot study of this new program which is aimed at providing LLC clients with the opportunity to update their directories on an as-needed basis through computer modem or the Internet.

New Initiatives Fund for Search and Rescue Projects

BY MAUREEN GRIFFITHS

The New Search and Rescue Initiatives Fund, or NIF as it is more commonly known, was established by the federal government in 1988 to enhance the National Search and Rescue (SAR) program. Up until recently, this funding has usually only been available to federal departments.

In 1996, Emergency Measures Ontario (EMO) was appointed to coordinate non-operational search and rescue activities for the province. This includes the administration of the New Initiatives Fund (NIF).

The federal government will fund NIF projects up to a maximum of 75 per cent. The remaining 25 per cent must be obtained by the organization sponsoring the project, and some funding restrictions may apply. All costs must be incremental.

No "in-kind" contributions such as previously purchased equipment may be used to offset the sponsoring organization's 25 per cent share.

As the name implies, projects must be completely new initiatives; initial studies, research and development (R & D) projects and pilot projects are encouraged. The application must clearly show that the project will improve the search and rescue capability

or fill an obvious search and rescue deficiency. As with the Joint Emergency Preparedness Program (JEPP), projects that improve SAR capability on a wider

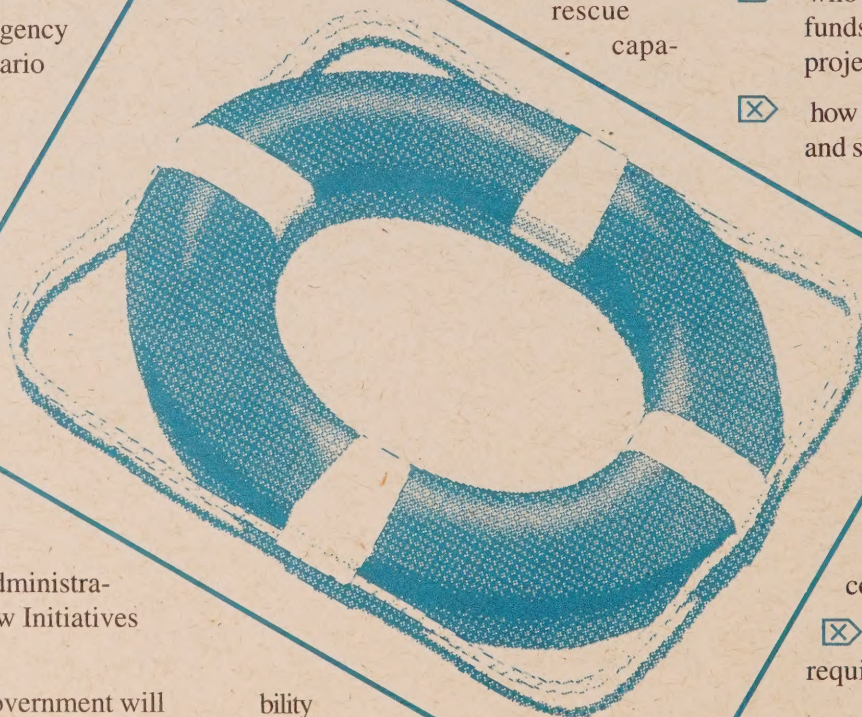
scale will receive a higher priority. These projects include those submitted on a province-wide, county, regional or joint community/organization basis.

EMO is currently developing guidelines for the New Initiatives Fund, which should be available sometime in January 1997. These guidelines will describe:

- ⊗ who is eligible to apply for funds and for what kind of projects
- ⊗ how to apply for funding and submit claims
- ⊗ the types of projects that will be considered
- ⊗ how projects are selected for funding,
- ⊗ terms and conditions, and
- ⊗ reporting and audit requirements.

If you are interested in more information about the program, please contact:

Greg Taylor, EMO federal programs officer at (416) 314-8603.



Late Spring Floods into the North

BY WAYNE BENNETT

Where did the spring go? That was the question that many residents of northeastern Ontario were left asking themselves this year.

Weather officials pointed to the dramatic switch from cold to hot weather — with virtually no spring in between — as a major cause of the flooding that affected much of the region. Areas normally snow-free in May were still showing snow cover exceeding 50 per cent under the forest tree canopy. Consequently, by the May long-weekend, many areas in the North were anticipating peak run-off of rivers and streams as temperatures surpassed 30-year averages and reached highs of 25 degrees or more.

Communities located furthest north experienced the most serious problems first. The immense northern watersheds quickly filled with unwelcome rainfall and melting snow. Based on their local situations, which included dealing with the onslaught of water rushing to

James Bay, miles of ice pushed ahead of the swell, tidal conditions at the outlet to the Bay and flying/evacuation conditions, three northern communities declared emergencies and ordered evacuations during May.

The First Nation communities of Kashechewan and Fort Albany were initially evacuated to Moosonee by air. Once Moosonee had reached its threshold for evacuees, people were transported by rail to Cochrane. With the assistance of Cochrane residents, evacuees were moved by bus to shelters in Timmins. Days later, when the community of Attawapiskat evacuated, Cochrane would open its doors to accommodate those residents as well. All of the communities involved in these emergencies have community emergency plans, which were activated to expedite either safe and orderly evacuations or efficient reception and accommodation of affected people.

The value of having an emergency

plan which recognizes both evacuation and reception of a population was no more evident than in the City of Timmins. In the midst of providing emergency reception services to two communities, Timmins was faced with its own local emergency. The Mattagami River swelled to levels that had not been seen since 1960. Timmins declared an emergency within the threatened area of the city and further activated its emergency plan to ensure a controlled and coordinated response.

This was not the extent of flooding problems experienced in northeastern Ontario. Chapleau found itself without road access as water levels rose, which seriously affected the ability of the town to access assistance from outside the community. Foleyet found itself in a similar situation as the local river rose to flood the only bridge in the community. White River and Pic Mobert

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Despite having a float plane stored in the backyard, this Timmins resident, like many others, had to deal with the effects of flooding from the Mattagami River.

EMO is Communicating

BY KATHY KÉRR

It's 3:00 in the morning and the phone rings. In a slumbering haze, you struggle to answer it. After crashing over a lamp and stepping on the cat, you pick up the receiver and hear a pleasant voice informing you ... "This is the Emergency Measures Ontario automated telenotification system. There has been an emergency at..."

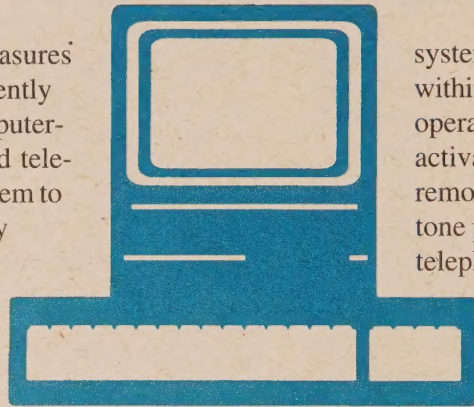
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CANUSLAK '96 took place at the Transport Canada training centre in Cornwall with the overall aim of testing the draft Joint Canada and United States of America Marine Response Contingency Plan. In 1995, amendments were made to Chapter 36 of the *Canada Shipping Act*, creating new Canadian oil spill response requirements similar to those of the *Oil Pollution Act (1990)* in the United States. The amendments require any ship or oil-handling facility to prepare for a spill disaster with:

- ☒ an oil-pollution emergency plan for spill response,
- ☒ an arrangement with a certified response organization, and
- ☒ insurance coverage for potential pollution clean-up costs.

Along with Ed Unger, EMO was represented in the exercise by: Mary Cann, who served as the

Emergency Measures Ontario has recently acquired a computer-based automated telenotification system to be used to notify provincial and federal agencies and personnel of nuclear or non-nuclear emergencies. The



system, which is located within the provincial operations centre, can be activated on-site or remotely using a touch-tone phone. With just one telephone call, almost 100 notifications can

be made within about 30 minutes.

The system, called *The Communicator*, contains roster lists and scenario descriptions for every possible type of nuclear or non-nuclear incident. Using a combination of pre-scripted and "on-the-fly" messages, individuals and agencies included on the Provincial Nuclear Emergency Plan and Provincial Emergency Plan notification lists can be promptly informed of a situation and any actions required.

Additional features of the system include automated telephone number verification and the generation of reports indicating which staff have been successfully contacted and their availability to respond to the emergency.



Several drills testing the telenotification system have been conducted in the past few months. Full-scale tests of the *Communicator* system are planned for future exercises.

manager of the provincial liaison team in Cornwall; Gary Kerton, a member of the same team; and, Randy Reid, who worked in the emergency operations centre run jointly by the City of Brockville and the Townships of Augusta and Elizabethtown.

Altogether, 350 people, including representatives from the Canadian and United States coast guards, the Regional Environmental Emergency Team, the US Environmental Protection Agency and the New York State Emergency Management Office, participated in the exercise.

"CANUSLAK '96 was a good example of how several levels of government can work together with industry to manage the consequences of a major pollution accident," said Ed. "If such an accident should ever occur, this year's CANUSLAK demonstrated that all involved parties are ready to work together to take the appropriate actions."

The Transportable Emergency Operations Centre

A County of Lennox and Addington JEPP Project

BY RANDY REID

Does your community have everything needed to equip an emergency operations centre? Those communities which either can or have equipped an EOC on their own are in the minority.

The County of Lennox and Addington has both a county emergency plan and a standing county emergency preparedness committee. During a regular meeting of the emergency preparedness committee, the lack of emergency operations centre (EOC) equipment was identified. Committee members felt that every community should have a properly equipped EOC, including the necessary communications and administrative support and emergency power equipment.

The fire chief of Napanee and the county planner agreed it would be impossible for each community to fund and equip their own individual EOC. Sharing EOC equipment was deemed the most viable option. The next question to be resolved was how to do this effectively. The idea of a transportable EOC was born.

The fully equipped trailer could be stored centrally, ready to be taken to whichever community required the EOC on an emergency basis. If a number of communities were involved in an emergency, decisions would be made as required regarding the distribution of equipment. The idea to modify the trailer so that it could be used as a command post after depositing the equipment, was



Showing off the new Lennox and Addington County transportable EOC are (l to r): Jim Sova, County Planner; Kelley Hineman, County Warden; Randy Reid, EMO; and Tom Kimmett, Napanee Fire Chief.

a further refinement of the original concept.

Though the committee had identified a need, the means of fulfilling that need in times of economic restraint was a problem. As the community emergency measures adviser for the area, I suggested applying to the Joint Emergency Preparedness Program (JEPP). Both joint and shared projects receive high consideration for JEPP funding.

The committee put the idea forward to county council. Once approved, a JEPP application for the transportable EOC was submitted to Emergency Measures Ontario for consideration as a trial project. Ultimately, Emergency Preparedness Canada accepted the proposal, and the County of Lennox and Addington now has its transportable EOC in service.

Projects like the transportable EOC are significant steps towards enhancing emergency preparedness at the community level, and a wise use of public funds. The County of Lennox and Addington are pleased with their creative solution, and its council thanks all committee members, Emergency Measures Ontario, and Emergency Preparedness Canada for this valuable resource. For those communities interested in specific technical information regarding the trailer and its equipment, please write to:

The County of Lennox and Addington

Postal Bag 1000
97 Thomas St. E.,
Napanee, Ontario
K7R 3S9

Attention : Jim Sova

The Back Page

Upcoming EMO Training Courses

Emergency Planning and Response

Provides the basic knowledge required to prepare emergency plans and respond to emergencies.

1996

Nov. 26 - 28 Brockville

1997

Jan. 21 - 23 Toronto

Feb. 11 - 13 Thunder Bay

Feb. 18 - 20 Burlington

Mar. 4 - 6 Cobourg

Mar. 18 - 20 Simcoe

Exercise Design Course

Provides instruction on planning and conducting a community emergency exercise.

1996

Nov. 19 - 21 Cornwall

1997

Feb. 4 - 6 Toronto

For more information any of these courses, please contact EMO at (416) 314-3723 or by fax at (416) 314-3758.

Critical Incident Stress Update

As a result of interest expressed at the critical incident stress (CIS) conference held in London in May, a decision has been made by EMO to support the formation of an advisory council for critical incident stress management (CISM).

Further information will follow. In the interim, please contact Murray Firth, Office of the Fire Marshal, at (705) 739-6226 or Steve Beatty, Emergency Measures Ontario, at (519) 679-5055.

JEPP Update

EMO is currently reviewing the 1997/98 Joint Emergency Preparedness Program (JEPP) applications for 115 communities. The total dollars involved in these projects is approximately \$1.5 million

(continued from page 5)

also experienced varying degrees of flooding. The availability of safe drinking water, emergency services, hydro and other utility services were among some of the issues that local emergency operations control groups had to address.

The success of the emergency responses in these communities proves the power of having a current emergency plan. By having the foresight to anticipate a large-scale emergency, a plan can be developed that will enable local authorities to organize and respond appropriately when the need arises.

1996 North American Emergency Response Guidebook

The 1996 North American Emergency Response Guidebook was released earlier this year. The book is a reference for first responders during the initial phase of a hazardous materials/dangerous goods incident. Copies of the popular publication may be obtained by contacting either:

Canada Communications Group at (819) 956-4800 or 1-800-565-7757, or

Danatec at 1-800-465-3366.

Price for the book depends on quantity ordered.

The book is also available in database format from Text-Trieve. For more information, call 1-800-578-4955.

Emergency Measures News Readership Survey

Just a reminder to please complete and return the Emergency Measures News readership survey included into this issue by Dec. 1st. With your help, the "News" can become an even more valuable emergency measures resource!

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